

EXHIBIT A**CURT’S INTERPRETATIONS OF CLAIM TERMS IDENTIFIED FOR CONSTRUCTION BY
HORIZON****Construction of Claim 9 of U.S. Patent No. 7,475,899**

	Claim Term	CURT’s Proposed Interpretation	Horizon’s Proposed Interpretation	Court’s Interpretation
1	“a bar which is linked to the kingpin retention structure”	a bar which is movably connected to the one or more parts which retain the kingpin		
2	“[the bar having] at least one latch recess defined therein”	[the bar having] at least one latch indentation or latch opening		
3	“an opening on the support frame through which the bar translates”	an opening on the support frame through which the bar changes position		
4	“a latch which mates into the latch recess on the bar”	a latch which mates into the latch indentation or latch opening on the bar		
5	“[the latch] attaches relative to the opening on the	[the latch] attaches relative to the opening on the support		

	support frame to prevent the bar from translating”	frame to prevent the bar from changing position		
6	“wherein the support frame comprises a bearing which permits movement of the engaged kingpin relative to the bed of the truck into which the hitch is attached”	wherein the support frame includes a portion that carries a supporting force and permits movement of the engaged kingpin relative to the bed of the truck into which the hitch is attached		

Construction of Claim 13 of U.S. Patent No. 7,475,899

	Claim Term	CURT’s Proposed Interpretation	Horizon’s Proposed Interpretation	Court’s Interpretation
1	“a bearing structure supporting the kingpin retention structure from the support frame”	a structure with one or more parts that permits movement and carries the supporting force for the structure which retains the kingpin, supporting it from the support frame		
2	“permitting both limited fore and aft movement of the kingpin retention	permitting both limited forward and backward movement of the kingpin retention structure		

	structure relative to the support frame”	relative to the direction the vehicle travels		
3	“[permitting] limited side to side movement of the kingpin retention structure relative to the support frame”	[permitting] limited side to side movement of the kingpin retention structure relative to the direction the vehicle travels		
4	“the stiffness of the bearing structure for fore and aft movement is different than the stiffness of the bearing structure for side to side movement”	in the structure that carries the supporting force and permits movement, the stiffness in the forward and backward direction is different from the stiffness in the side to side direction		